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TO COMPLETE REBUILDING OF BUDAPEST BRIDGE BY 1952

Elek Hilvert, Director,
Enterprise for Subsurface Designing

Approximately 50 percent of the salvaged steel material of the Budapest Boraros Square bridge can be used again in the reconstruction of the bridge. On the whole, the bridge will retain its former dimensions, with the exception of the platform, which will be 1½ meters wider. The width of the passageways for pedestrians and bicycle riders will be the same as before. Despite the use of salvaged material, the load capacity will be increased substantially.

The incline of the rebuilt bridge will be smaller than that of the old one. The entrance to the bridge from Pest will be rebuilt completely. The streetcar loop on Ferenc-korut has been removed, and entrance to the bridge in a straight line has been assured by raising the level of the approach beginning in Tompa-ucca. The entrance from the Buda side, on the other hand, has been left unchanged.

Certain difficulties in design were encountered due to the reduction in the incline of the platform. The new design, in turn, resulted in reduction of the height of the bridge which, however, still permits unobstructed river navigation. Other difficulties arose from the fact that partly old and partly new steel materials are being used. The damaged old material had to be straightened out, which led to changes in design.

For their excellent work in connection with the planning of the bridge, Engineer Geza Haraszti and technician Karoly Zoldi were accorded Stakhanovite certificates. Important contributions to the planning of the bridge were made also by other workers. For example, Engineer Gyula Deri's new method for the use of pressed steel bars was applied here for the first time. The use of pressed steel bars is now compulsory in all bridge constructions. Engineer Endre Darvas devised a new method for the installation of reinforced-concrete slabs above the main supports and thus reduced the dead weight of the bridge substantially.

The old bridge was built in 5 years. According to plans, the new bridge, which will be completed in 2½ years, will be opened to traffic at the end of 1952.

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